



TOWN OF WEATHERSFIELD

LAND USE ADMINISTRATOR'S OFFICE

(802) 674-2626

P.O. BOX 550 ASCUTNEY, VT 05030

landuse@weathersfield.org

January 26, 2022

Dear Applicant,

Thank you for taking the time to obtain a highway access permit. This letter serves as a guide to the highway access permit process, and it is our hope that it aids you in your endeavor.

Highway access permits are required for any driveway or access to State or Town roads in Weathersfield. If you are requesting access to a *Town* road/highway, you will need to file an application with the Town Highway Department. Upon receiving a completed Town application, the Weathersfield Town Highway Superintendent will schedule a site visit to go over your proposed access and discuss specifications with you, the applicant. After the site visit, the Highway Superintendent will review, revise and/or sign your application and forward it to the Listers Office and the Town Clerk.

If you are requesting access to a *State* road, you will be required to submit a state permit application at www.vtrans.vermont.gov/planning/permitting, and mail the application to the appropriate VTrans District office. The VTrans staff will inspect the proposed site and issue the permit. After the permit is issued, a copy will be needed at the Town Office. Once you complete the work, a final inspection will be conducted to ensure that the driveway was constructed in accordance with the permit conditions.

The Listers Office is responsible for issuing E-9-1-1 addresses. In order to receive your new address, the Listers Office must receive a signed application from the State of Vermont and/or Highway Department approving the proposed highway access.

Generally, the Land Use Administrator will not need a copy of your approved, signed highway access permit. However, if there is development that will be taking place on your parcel, a copy of the approved highway access permit is required. For example, in order to get a permit to construct a new single-family dwelling, the applicant must include in the application a copy of an approved highway access permit, as well as wastewater and any other applicable permits.

Thank you for your application, and the Town looks forward to working with you on your project. Should you have any questions or concerns, you may contact any of the individuals that are found at the bottom of this letter at the Town Offices.

Sincerely,

Ryan Gumbart
Land Use Administrator

Barbara Thomas
Lister

Ray Stapleton
Highway Superintendent

Town of Weathersfield

Highway Access Permit Application

Town of Weathersfield, ATTN: Highway Superintendent, P.O. Box 550, Ascutney, VT 05030
(802) 674-2626 | highway@weathersfield.org

Please submit this form at least thirty (30) days prior to anticipated construction. All driveways/roads must meet the B-71 standard. It is strongly recommended that any driveway/road accessing three (3) or more parcels be constructed to the A-76 standard.

Property Information

Address _____
Town, Zip Code _____
Parcel ID _____
Road Frontage (ft) _____
Existing access? Yes: E-911 Address: _____ No
In the space below, enter the distance of the access from a known landmark (in feet or miles): (e.g. "400 feet from Gulf Road Intersection")

Applicant

Name(s) _____
Name(s) _____
Mailing Address _____
Town, State, Zip _____
Telephone # _____
Mobile # _____
E-mail Address _____

Landowner (if different)

Name(s) _____
Name(s) _____
Mailing Address _____
Town, State, Zip _____
Telephone # _____
Mobile # _____
E-mail Address _____

Decision (Staff Use Only)

APPROVED DENIED

If temporary permit, enter expiration date: _____

Activity accessed by driveway/private road (check all that apply)

- Single residential lot
- Two or more residential lots Enter number: _____
- Commercial / Industrial
- Logging
- Gravel / resource extraction
- Agriculture

What Town Highway will be accessed by the new driveway/road?

Design Specifics

Intended Surface: Gravel
 Paved
Width of Proposed Access _____ ft.
Length of Proposed Access _____ ft.
Diameter of Culvert _____ ft.
Length of Culvert _____ ft.
Average Grade (estimated) _____

Filing Information (Staff Use Only)

Application Fee _____
Date Received _____
Received By _____
Issued By _____
Date Issued _____
Inspection Dates:
 Pre-construction Inspected by: _____
 Mid-construction Inspected by: _____
 Final Inspected by: _____

Conditions applicable to permit:

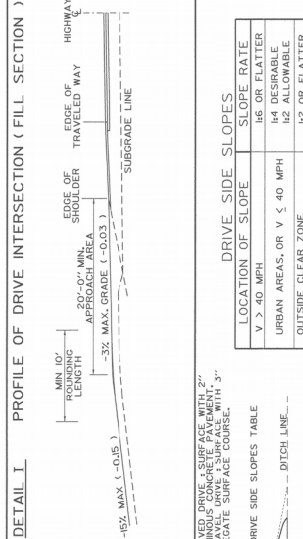
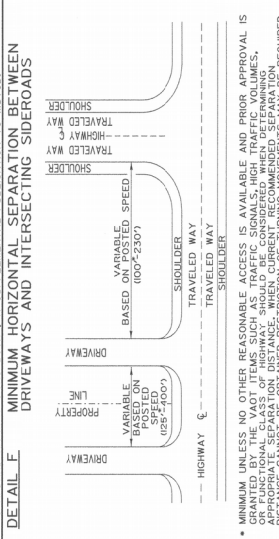
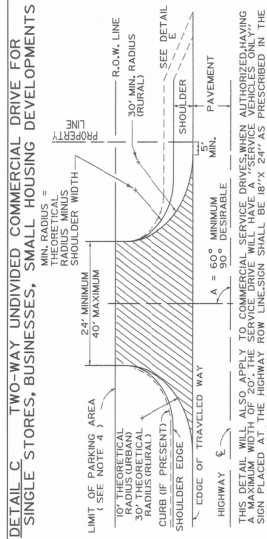
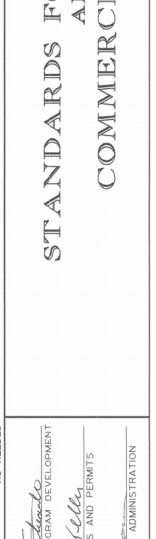
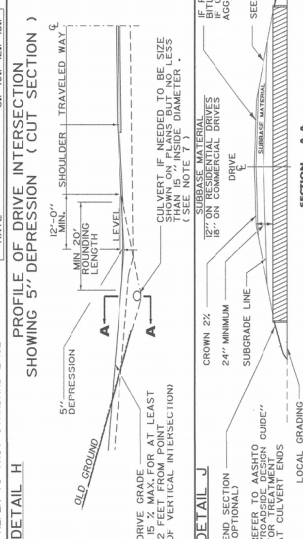
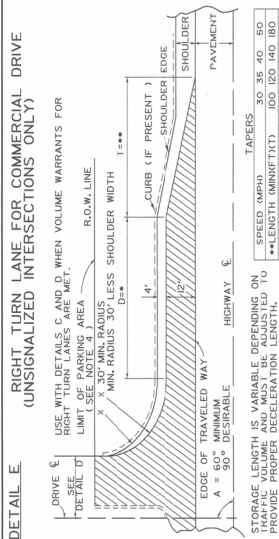
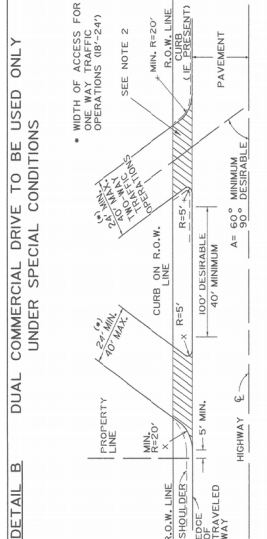
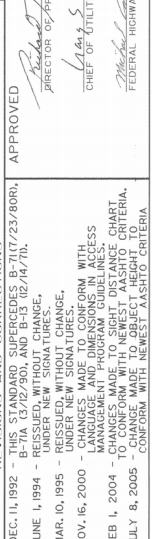
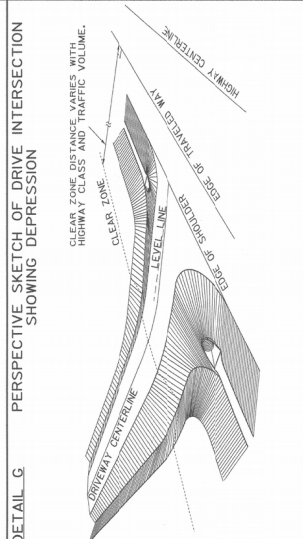
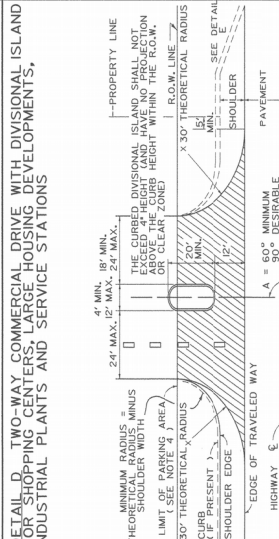
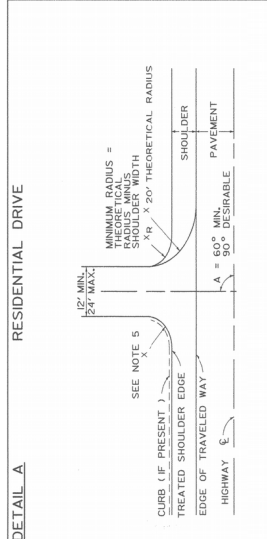
Applicant Acknowledgement

By signing below, Applicant agrees to build and maintain said access in conformance with the access standards in the Weathersfield Highway Access Ordinance, and to adhere to the directions, restrictions and conditions established as part of this permit. This permit is issued in accordance with 19 V.S.A. §§ 303 and 1111. The issuance of this permit does not release Applicant from any other applicable Federal, State or local requirements. This permit will terminate upon a change in land use from that which is described herein. Violations are subject to penalties set forth in 19 V.S.A. § 1111.

Landowner Signature _____
Date ____/____/____

Applicant Signature _____
Date ____/____/____

Highway Superintendent Signature _____ (Permit not valid unless signed)



- NOTES:
- THIS SHEET IS INTENDED FOR USE BY DESIGNERS ON HIGHWAY PROJECTS (FORM TA 210). ALL CONSTRUCTION REQUIRED BY THE RIGHTS OF WAY AND THE APPLICANT IS SUBJECT TO THE APPROVAL OF THE AGENCY FOR A HIGHWAY CONSTRUCTION PROJECT WHEN SUCH IS REQUIRED BY THE DESIGNER FOR THE DESIGN AND CONSTRUCTION OF THE DRIVE.
 - ALL COMMERCIAL DRIVES SHALL BE PAVED FROM THE EDGE OF THE TRAVELED WAY TO THE HIGHWAY RIGHT-OF-WAY TO THE CURB OR AS INDICATED IN THE DISTRICT TRANSPORTATION ADMINISTRATOR'S PAVING HIGHWAY RIGHT-OF-WAY.
 - WHERE TRAFFIC VOLUME FOR A PROJECT IS SUBSTANTIAL, THE AGENCY MAY REQUIRE SPECIAL LANE MARKINGS, SIGNALS OR OTHER DETERMINE SPECIAL TREATMENT TO BE USED, ON DEVELOPMENT CHANGES OF THE STATE HIGHWAY.
 - CIRCULAR DRAINAGE CULVERTS UNDER DRIVES SHALL HAVE A MINIMUM INSIDE DIAMETER (I.D.) OF 18" AND BE ARCH OR CROSS-SECTIONAL AREA EQUIVALENT TO THAT PROVIDED BY A 18" CIRCULAR PIPE.
 - THE OFFSET BETWEEN THE PROPERTY LINE AND THE EDGE OF THE TRAVELED WAY SHALL BE AT LEAST 20' FROM THE TURNING RADIUS WHICHEVER IS GREATEST.
 - AS LONG AS THE TURNING RADIUS IS GREATER THAN THE TURNING RADIUS OF THE DRIVE, APPROACH AREA IS ACHIEVED FOR THE DRIVE TO ENTER THE HIGHWAY AND THE DRIVE TO EXIT THE HIGHWAY.
 - INTERSECTION SIGHT DISTANCES EQUAL TO OR GREATER THAN THOSE SHOWN BELOW SHOULD BE PROVIDED IN BOTH DIRECTIONS FOR ALL APPROVED BY THE AGENCY OF TRANSPORTATION. THESE SIGHT DISTANCES SHALL BE MEASURED FROM THE EDGE OF TRAVELED WAY OF THE DRIVE TO THE DRIVE TO A HEIGHT OF 4.5 FEET ON THE ROADWAY.
 - THE ABOVE VALUES ARE TAKEN FROM THE 2004 AASHTO "A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS & STREETS."
 - ADVANCE WARNING SIGNS WILL BE REQUIRED IF OBTAINABLE. SIGN DISTANCES ARE BELOW MINIMUM STOPPING SIGHT DISTANCES.
 - THE CHART IS ENTERED TO SELECT DESIGN VALUES BASED ON THE POSTED SPEED (M.P.H.) AND THE DESIGN SPEED FOR DESIGN ARE CALCULATED BASED ON THE DESIGN SPEED FOR DESIGN ARE ASSUMES A GAP OF 7.5 SECONDS IN THE TRAFFIC STREAM ON THE HIGHWAY MAINLINE BASED ON THE HIGHWAY DESIGN SPEED. THE MAINLINE FROM THE DRIVE WITHOUT UNLQUY INTERFERING WITH THE HIGHWAY OPERATIONS.

REVISIONS AND CORRECTIONS

DEC 11, 1992 - E.T.A. 1570/300 AND PERMITS 15 711/23/80R,
 JUNE 1, 1994 - RESSUED, WITHOUT CHANGE,
 MAR. 10, 1995 - UNDER NEW SIGNATURES,
 NOV. 16, 2000 - CHANGES MADE TO CONFORM WITH
 MANAGEMENT PROGRAM GUIDELINES
 FEB 1, 2004 - CHANGES MADE TO SIGHT DISTANCE CHART
 JULY 8, 2005 - CHANGE MADE TO OBJECT HEIGHT TO 70 FT.
 CONFORM WITH NEWEST AASHTO CRITERIA

APPROVED

Richard Federico
 DIRECTOR OF PROGRAM DEVELOPMENT

Lisa S. Miller
 CHIEF OF UTILITIES AND PERMITS

FEDERAL HIGHWAY ADMINISTRATION

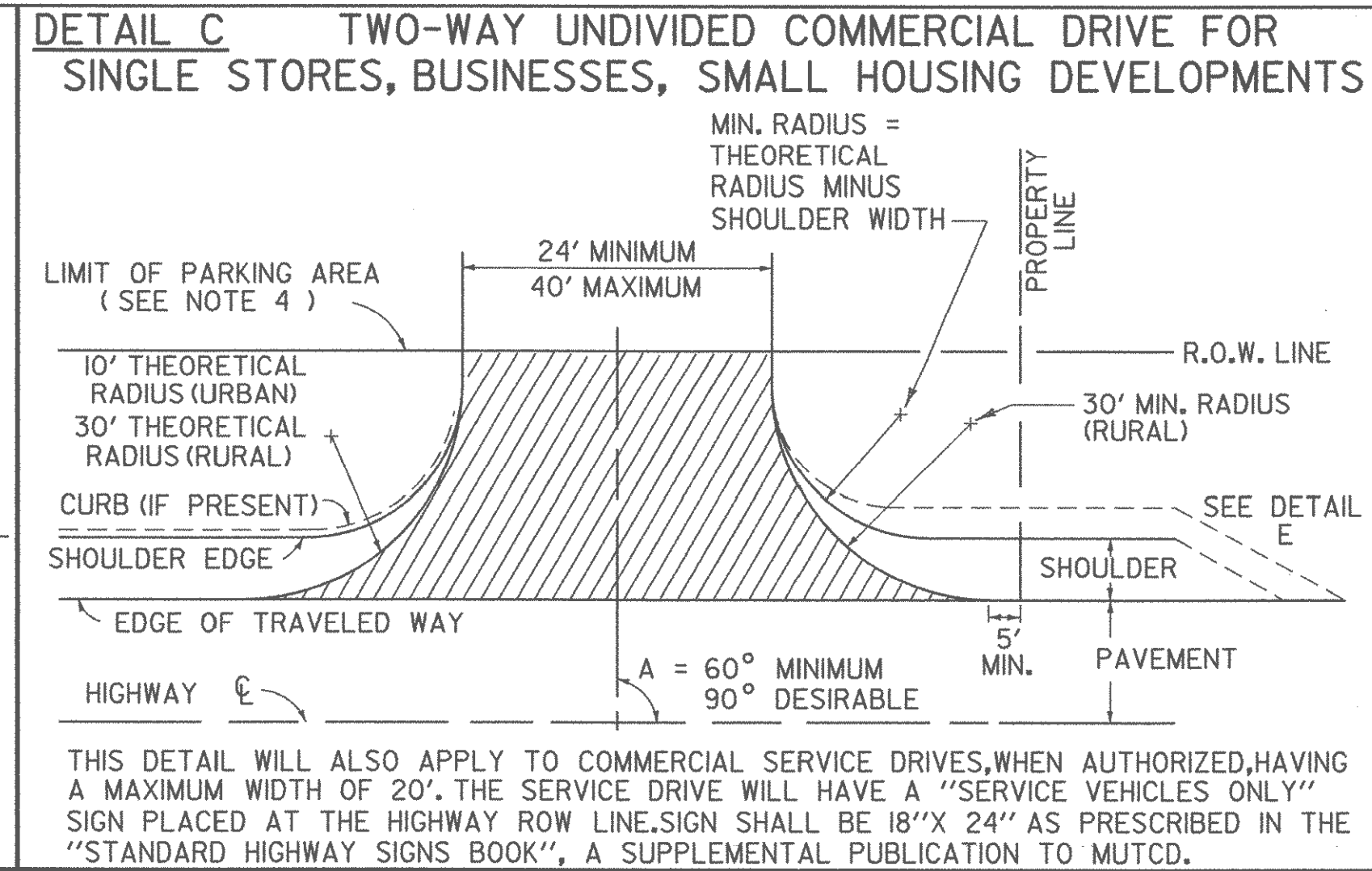
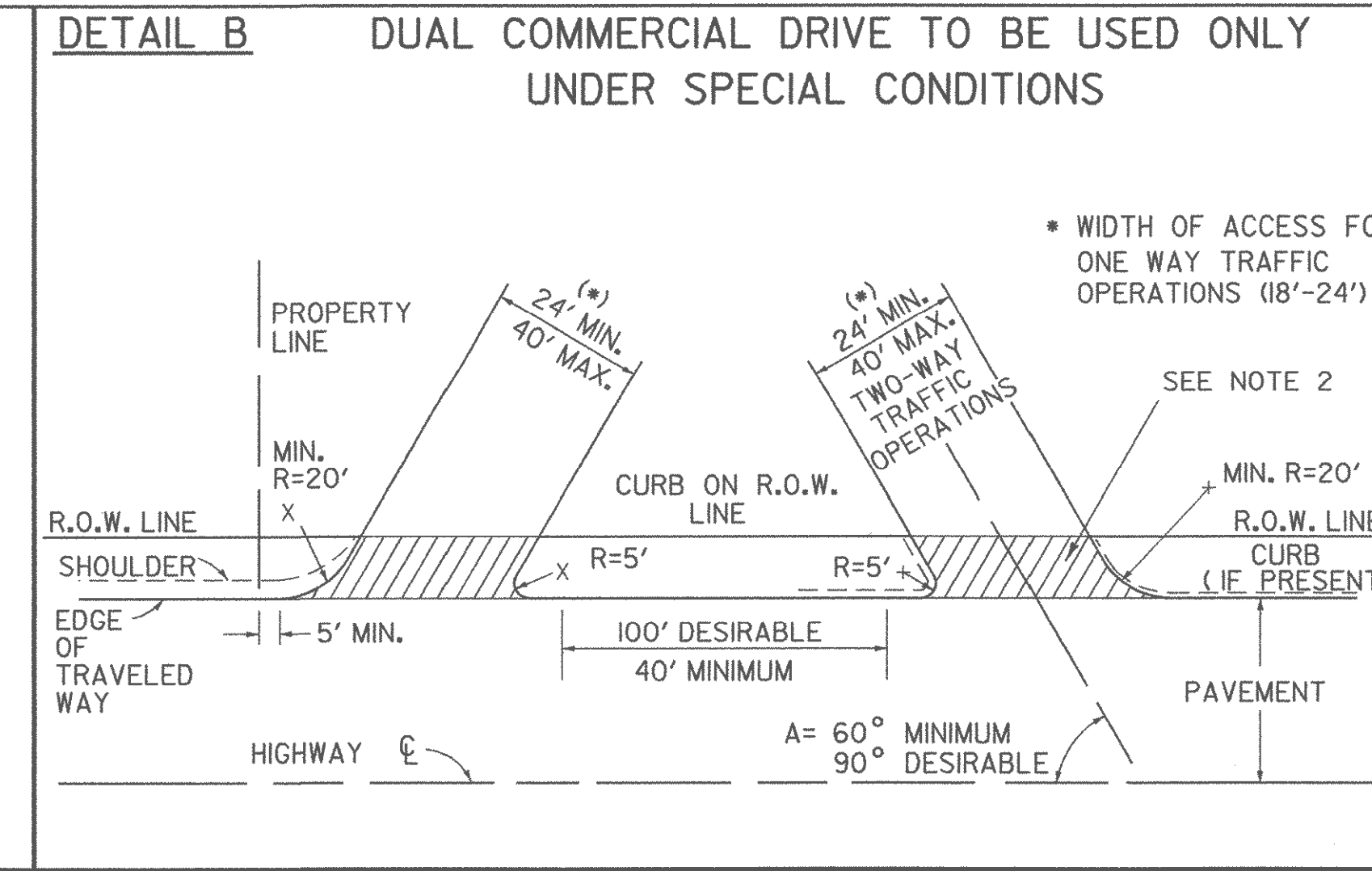
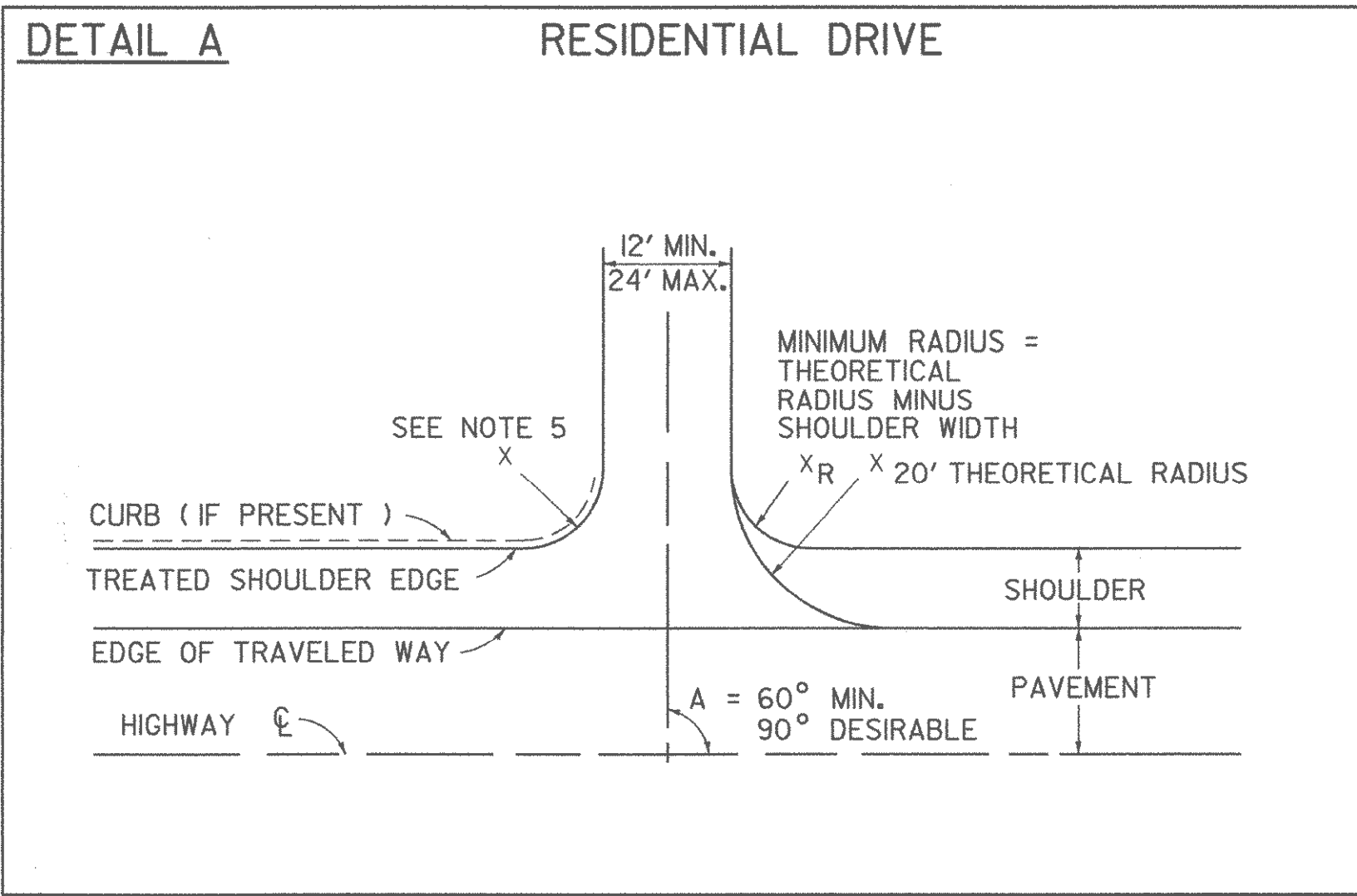
STANDARDS FOR RESIDENTIAL AND COMMERCIAL DRIVES

TRANSPORTATION AGENCY OF

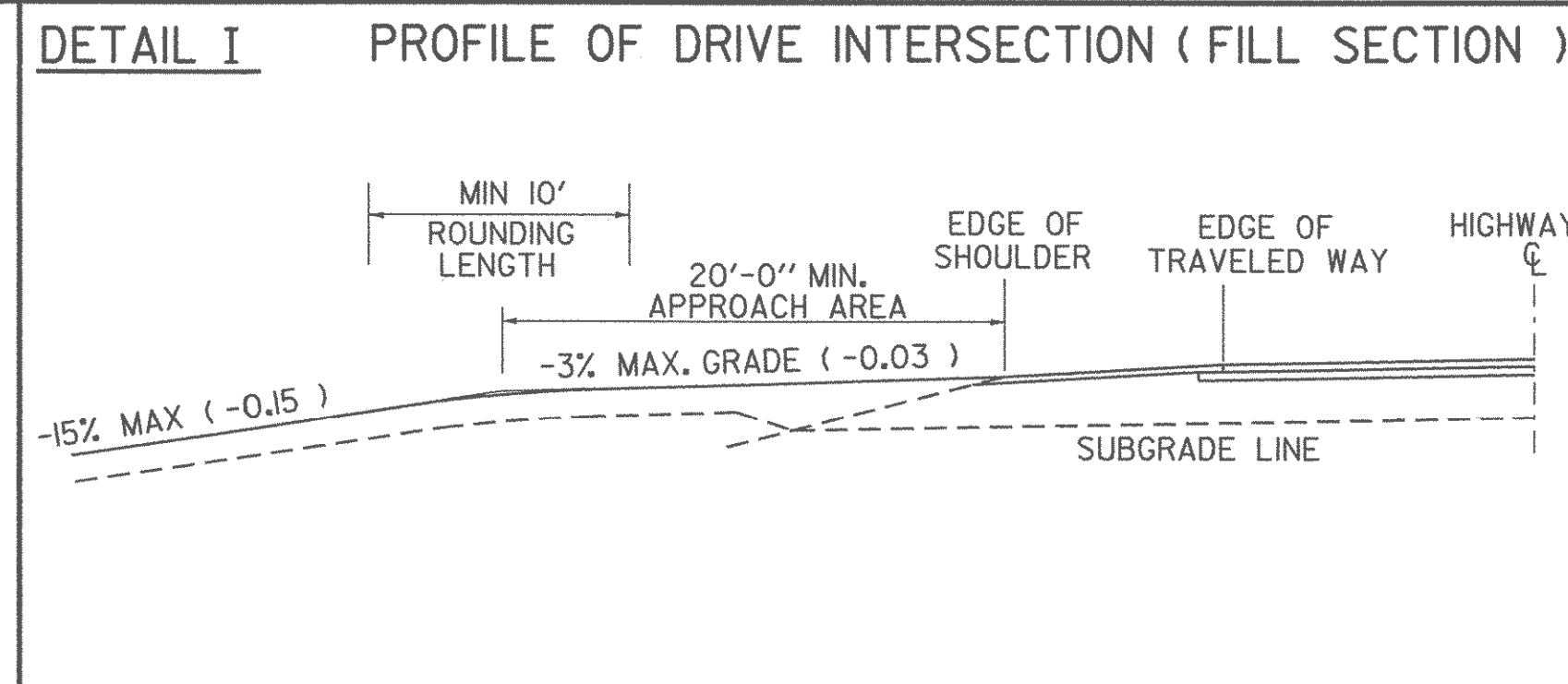
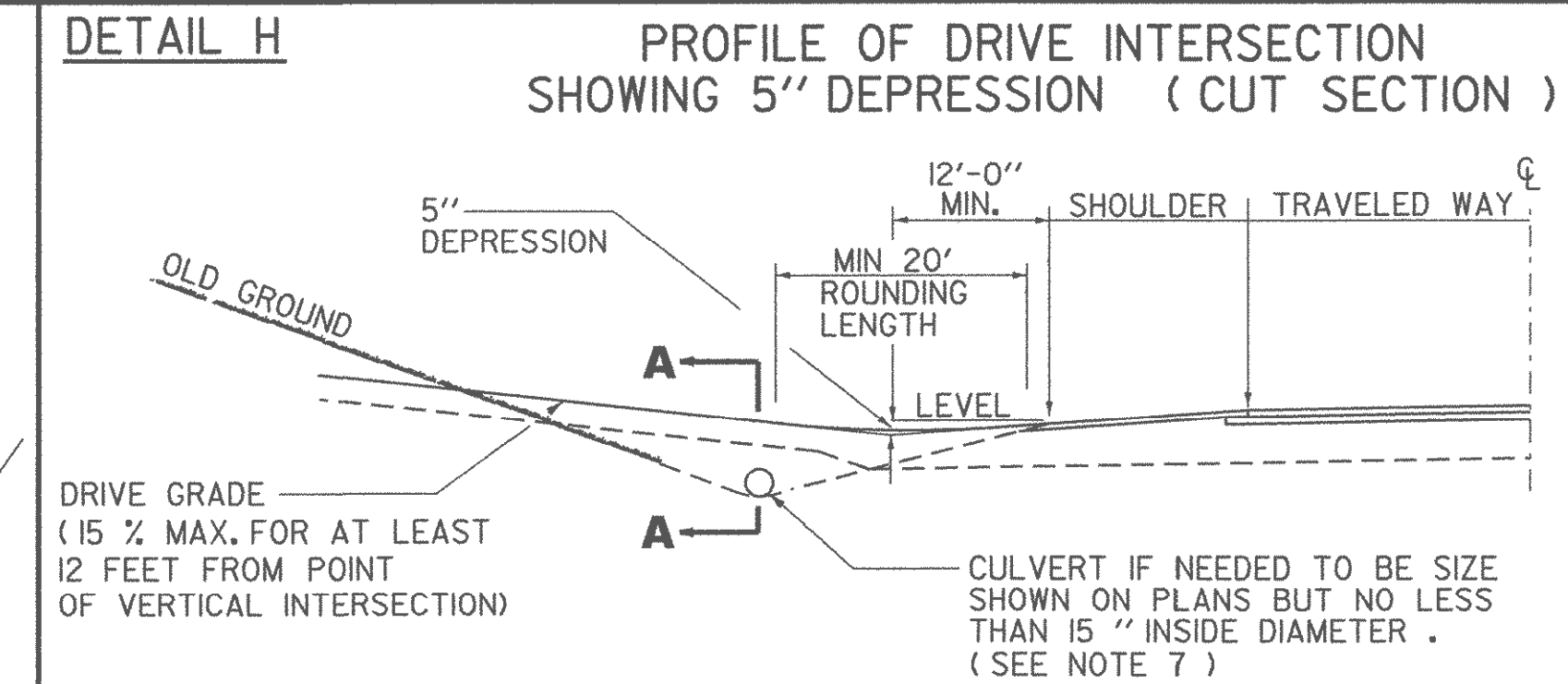
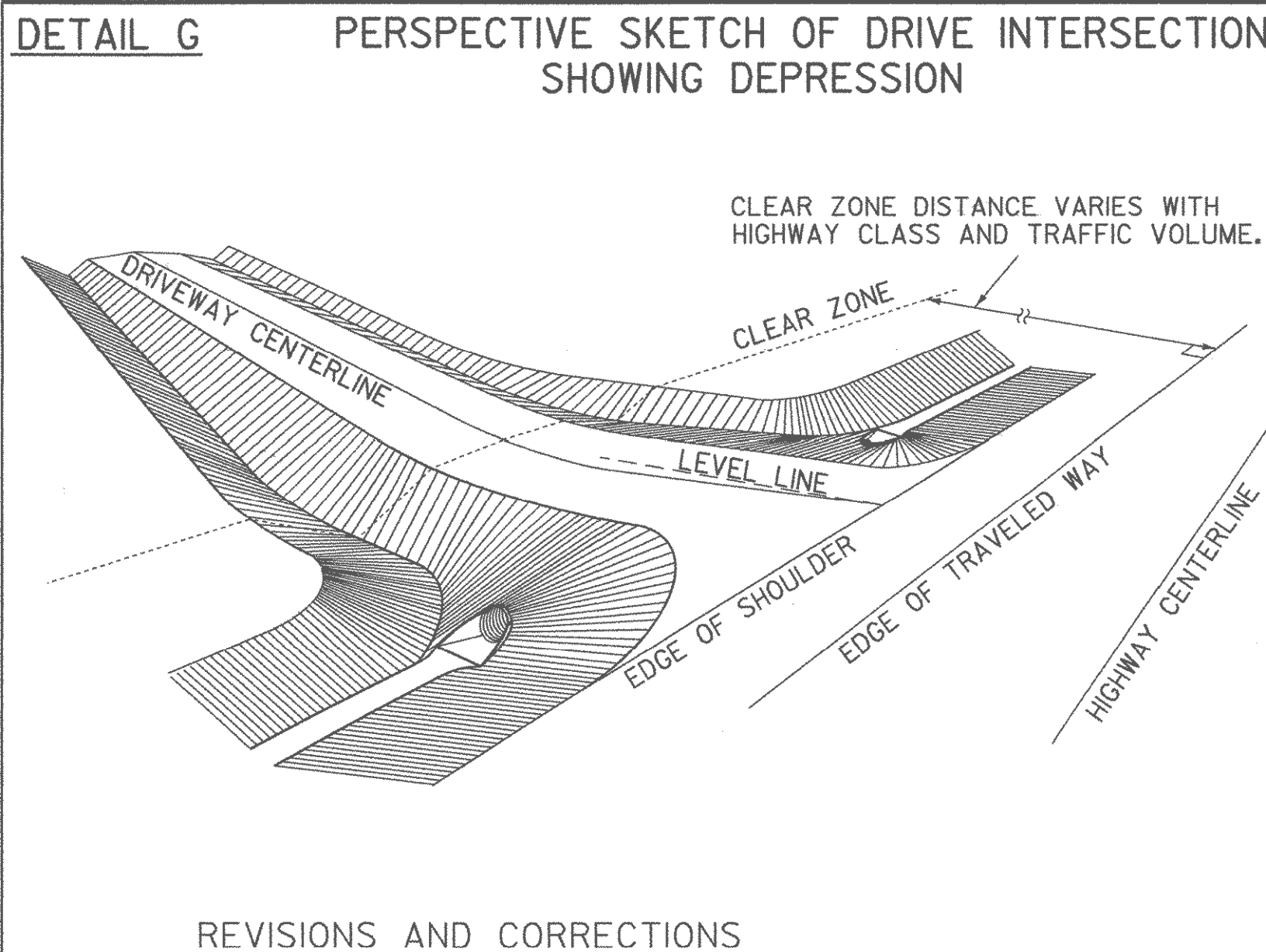
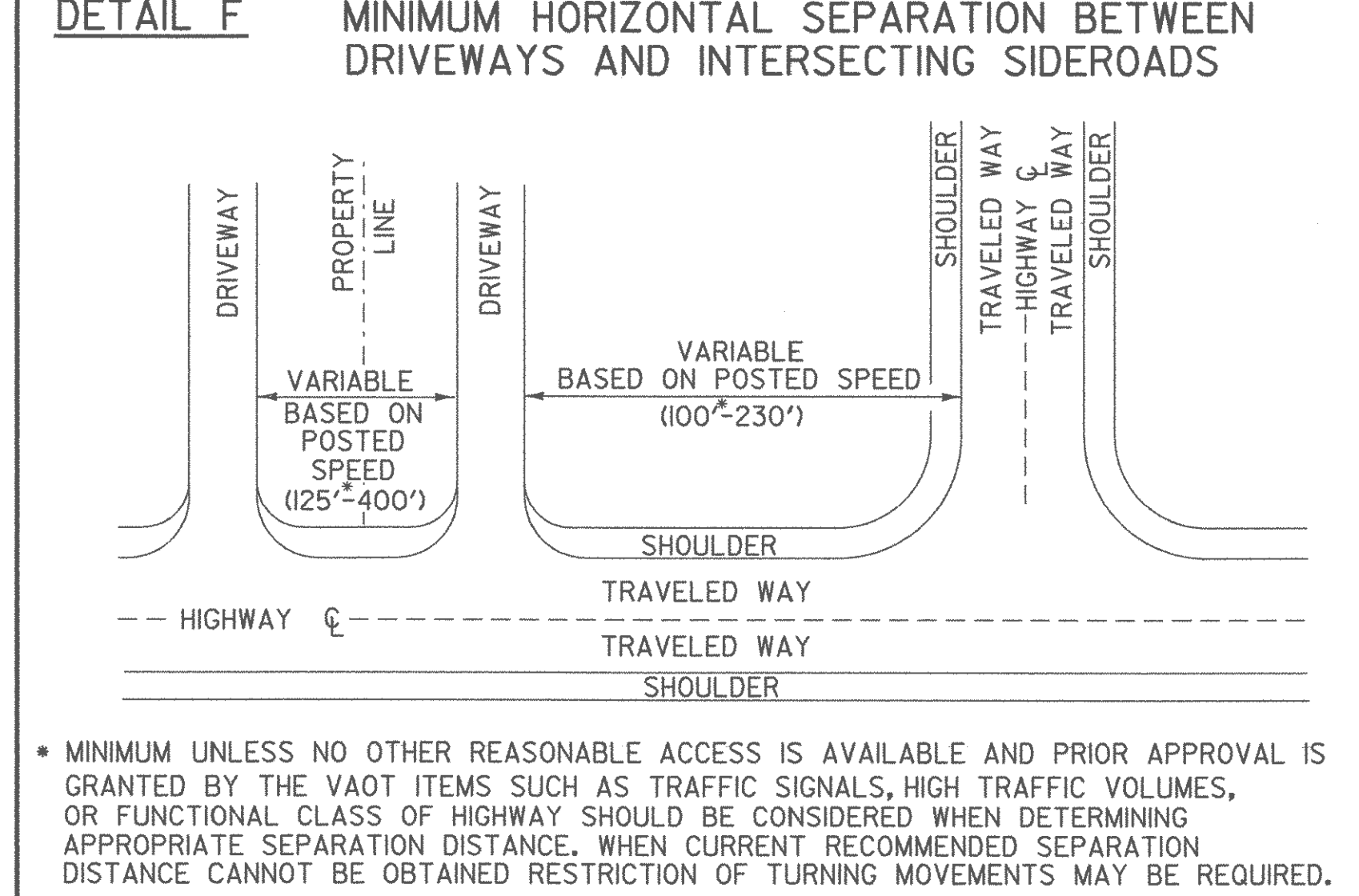
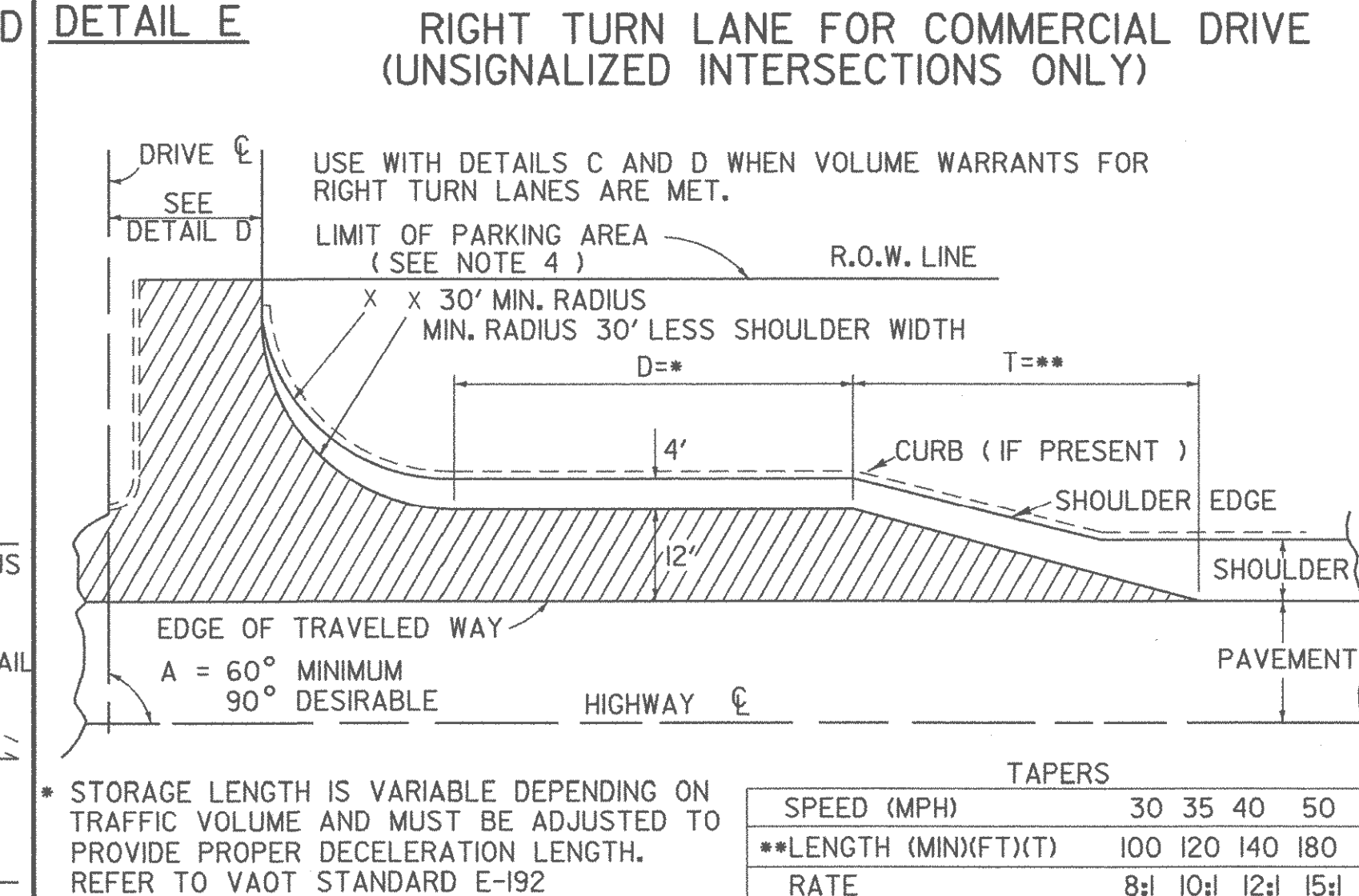
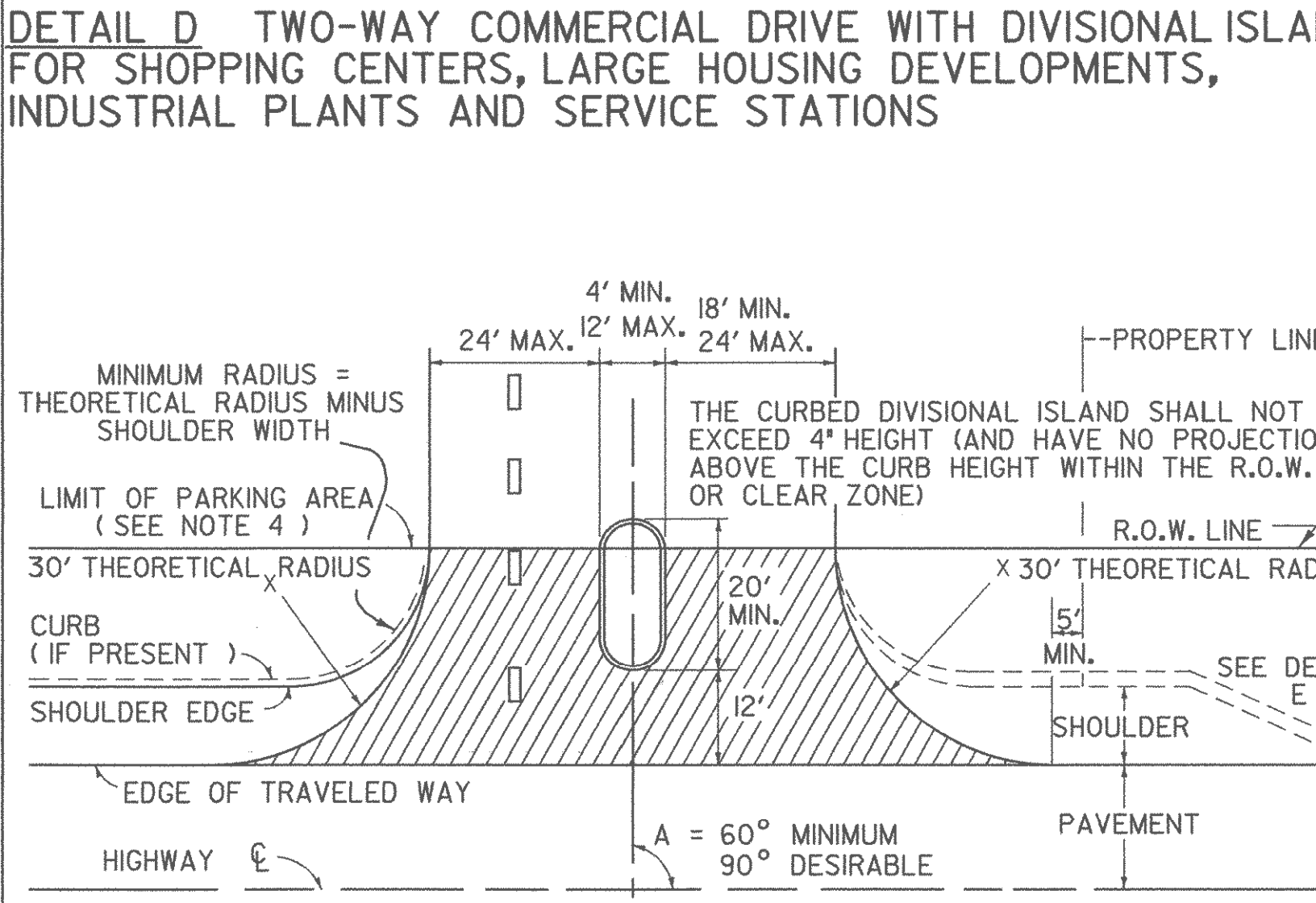
STANDARD B-71

SIGHT DISTANCE CHART

POSTED SPEED DESIGN SPEED (M.P.H.)	MINIMUM STOPPING SIGHT DISTANCE (FT.)	MINIMUM SIGHT DISTANCE (FT.)
30	200	335
35	250	390
40	300	445
45	360	500
50	420	555
55	480	610
60	540	665
65	600	720



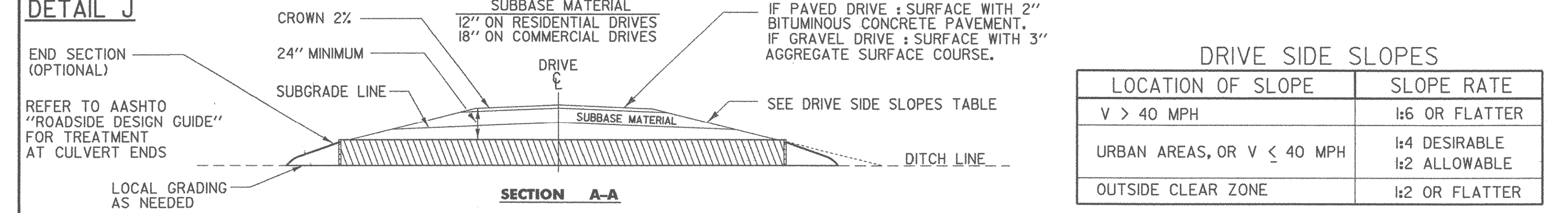
- NOTES:
- THIS SHEET IS INTENDED FOR USE BY DESIGNERS ON HIGHWAY PROJECTS AND IN CONJUNCTION WITH A PERMIT FOR WORK WITHIN HIGHWAY RIGHTS OF WAY (FORM TA 210). ALL CONSTRUCTION REQUIRED BY THE PERMIT AND INDICATED ON THIS SHEET SHALL BE THE RESPONSIBILITY OF THE APPLICANT AND IS SUBJECT TO THE APPROVAL OF THE VT. AGENCY OF TRANSPORTATION. WHEN USED WITH THE PLANS FOR A HIGHWAY CONSTRUCTION PROJECT, THIS SHEET IS INTENDED TO BE A GUIDE FOR THE DESIGNER CONCERNING DRIVE WIDTHS, HORIZONTAL, VERTICAL AND GEOMETRIC CHARACTERISTICS.
 - ALL COMMERCIAL DRIVES SHALL BE PAVED FROM THE EDGE OF THE TRAVELED WAY TO THE HIGHWAY RIGHT-OF-WAY, TO THE FARTHEST POINT OF CURVATURE ON THE DRIVEWAY EDGE OR AS DIRECTED BY THE DISTRICT TRANSPORTATION ADMINISTRATOR. THIS PAVING IS INDICATED IN DETAILS (B THRU E) BY HATCHING.
 - DEPTH OF SUBBASE AND PAVEMENT TO BE THE SAME AS HIGHWAY OR AS SHOWN IN DETAIL J WITHIN THE LIMITS OF THE HIGHWAY RIGHT-OF-WAY.
 - VEHICULAR ACCESS FROM PARKING AREAS TO THE RIGHT-OF-WAY AT OTHER THAN APPROVED ACCESS POINTS WILL BE PREVENTED BY THE CONSTRUCTION OF CURBING OR OTHER SUITABLE PHYSICAL BARRIER.
 - IF CURB IS PRESENT, SEE APPROPRIATE CURB DETAIL STANDARD OR MATCH TOWN/CITY STANDARD CURB TREATMENT.
 - WHERE TRAFFIC VOLUME FOR A PROJECT IS SUBSTANTIAL THE AGENCY MAY REQUIRE SPECIAL LANES FOR TURNING, SIGNALS OR OTHER MODIFICATIONS. BASED ON TRAFFIC STUDIES THE AGENCY WILL DETERMINE SPECIFIC TREATMENT TO BE USED. ON DEVELOPER PROJECTS THE AGENCY WILL WORK WITH THE APPLICANT TO IMPLEMENT CHANGES TO THE STATE HIGHWAY.
 - CIRCULAR DRAINAGE CULVERTS UNDER DRIVES SHALL HAVE A MINIMUM INSIDE DIAMETER (I.D.) OF 15". PIPE ARCHES USED UNDER DRIVES SHALL HAVE A MINIMUM INSIDE CROSS-SECTIONAL AREA EQUIVALENT TO THAT PROVIDED BY A 15" CIRCULAR PIPE.
 - THE OFFSET BETWEEN THE PROPERTY LINE AND THE EDGE OF THE DRIVEWAY MAY BE GOVERNED BY LOCAL ZONING LAWS. DRIVEWAY WIDTH RESTRICTIONS SHOWN PERTAIN ONLY TO THE AREA WITHIN THE HIGHWAY R.O.W. OR THE END OF THE TURNING RADIUS WHICHEVER IS GREATEST.
 - DRIVEWAY GRADES STEEPER THAN THOSE SHOWN MAY BE ALLOWED AS LONG AS A 20' APPROACH AREA IS ACHIEVED FOR THE VEHICLE TO PAUSE BEFORE ENTERING THE HIGHWAY. (WHERE CURB & SIDEWALKS EXIST, SEE STANDARDS C-2A & C-2B)
 - INTERSECTION SIGHT DISTANCES, EQUAL TO OR GREATER THAN THOSE SHOWN BELOW, SHOULD BE PROVIDED IN BOTH DIRECTIONS FOR ALL DRIVES ENTERING ON PUBLIC HIGHWAYS, UNLESS OTHERWISE APPROVED BY THE AGENCY OF TRANSPORTATION. INTERSECTION SIGHT DISTANCE IS MEASURED FROM A POINT ON THE DRIVE AT LEAST 15 FEET FROM THE EDGE OF TRAVELED WAY OF THE ADJACENT ROADWAY AND MEASURED FROM A HEIGHT OF EYE OF 3.5 FEET ON THE DRIVE TO A HEIGHT OF 3.50 FEET ON THE ROADWAY.



SIGHT DISTANCE CHART

POSTED SPEED OR DESIGN SPEED (M.P.H.)	MINIMUM STOPPING SIGHT DISTANCE (FT)	MINIMUM INTERSECTION SIGHT DISTANCE * (FT)
25	155	280
30	200	335
35	250	390
40	305	445
45	360	500
50	425	555
55	495	610
60	570	665
65	645	720

THE ABOVE VALUES ARE TAKEN FROM THE 2004 AASHTO "A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS & STREETS."



REVISIONS AND CORRECTIONS

DEC. 11, 1992 - THIS STANDARD SUPERCEDES B-71(7/23/80R), B-71A (3/12/90), AND B-13 (12/14/71).

JUNE 1, 1994 - REISSUED, WITHOUT CHANGE, UNDER NEW SIGNATURES.

MAR. 10, 1995 - REISSUED, WITHOUT CHANGE, UNDER NEW SIGNATURES.

NOV. 16, 2000 - CHANGES MADE TO CONFORM WITH LANGUAGE AND DIMENSIONS IN ACCESS MANAGEMENT PROGRAM GUIDELINES.

FEB 1, 2004 - CHANGES MADE TO SIGHT DISTANCE CHART TO CONFORM WITH NEWEST AASHTO CRITERIA.

JULY 8, 2005 - CHANGE MADE TO OBJECT HEIGHT TO CONFORM WITH NEWEST AASHTO CRITERIA

APPROVED

Richard F. Farnsworth
DIRECTOR OF PROGRAM DEVELOPMENT

Wray S. Keller
CHIEF OF UTILITIES AND PERMITS

Michael...
FEDERAL HIGHWAY ADMINISTRATION

STANDARDS FOR RESIDENTIAL AND COMMERCIAL DRIVES

